

THE CHINA MAIL.

No. 5606.—OCTOBER 14.

For Sale.

MacEWEN, FRICKEL & Co.
HAVE RECEIVED FOR SALE,
Ex French Mail Steamer.

Finest ISIGNY BUTTER.

NOVELTY PRATT'S VERMOUTH.

Ex S. S. "Glenoe."

WEBB & SON'S
BREECH-LOADING GUNS—
CENTRAL FIRE.

Ex S. S. "Ulysses."
Fine New Season's CUMSHAW TEA, in
5 and 10 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

Ex "Highlander."

At WHOLESALE PRICES

200 kegs Fine American FURNISHING

NAILS, No. 3 to 12.

25 " American SPIKES, 4 inches to

7 inches.

50 barrels Prime American MEAT PORK.

60 " Philadelphia Extra BEEF.

200 " Finest Strained ROSIN.

300 " CITY PITCH.

100 cases SPIRITS of TURPENTINE.

100 barrels Dried APPLES.

500 cases FLORIDA WATER.

50 barrels American TAR.

15 " LAMP BLACK.

50 cases American CLOCKS.

COTTON DUCK, Canned BEEF, MUTTON, OYSTERS, LOBSTERS, CORN TOMATOES, CORN BEEF, Condensed MILK, Tomato CATSUP, HANDSPIKES OAKUM, ASH OARS; MAPLE, ASH, and White Pine PLANKS.

Ex "Aldie Carter."

Florence COOKING STOVES.

STEAMERS and BRAILERS.

CORN BROOMS.

India Rubber KNEE BOOTS.

AGATE WARE, in every variety of Kitchen Utensils.

Charter Oak COOKING STOVES.

Spartan COOKING STOVES.

BOURBON WHISKY.

Ex Steamers via Suez Canal.

Douglas' OFFICE CHAIRS.

Messrs. GARDNER & Co's PREPARED VENEER.

HIGH REVOLVING OFFICE CHAIRS.

HIGH-BACK OFFICE CHAIRS.

ROCKING FOLDING CHAIRS.

DINING-ROOM CHAIRS.

LADIES' ROCKING CHAIRS.

The above we can highly recommend for office and domestic use, being admirably adapted to this climate.

Ex "Gleniffer."

Crosse & BLACKWELL'S and OTHER HOUSEHOLD STORES.

THYSON & CO'S DESSERT FRUITS.

SAVOURY PATE.

GAME PATE.

POK PATE.

OX PALATES.

HUNG (Hambo) BEEF.

HUNTER & PALMER'S BISCUITS.

FRUITS for Ices.

SHERBET.

COCAOTINA.

VAN HOUTEN'S COCOA.

EPHS COCOA.

ROBINSON'S GROATS.

GELATINE.

Russia OX-TONGUES.

French PLUMS.

PATE DE FOIE GRAS.

SARDINES.

ANCHOVIES.

EX. AMERICAN MAIL.

Eastern and California CHEESE.

Boneless CODFISH.

Fried HAMS and BACON.

BAKING CAVIAR.

Eagle Brand Condensed MILK.

PEACH, and APPLE BUTTER.

Pickled OX-TONGUES.

Family PIG-POK in kegs and pieces.

Paragon MACKEREL in 5 lb cans.

Bass Ideal SALMON in 5 lb cans.

Cutting Ideal FRUITS in 24 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGES and Sausage MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COMB HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

Assorted American CAKES, for Summer Drinks.

Mccarty's Sugar LEMONADE.

Clam CHOWDER.

Codfish BALLS.

Green TURTLE in 24 lb cans.

Cracked WHEAT.

OATMEAL.

HOMINY.

CORNMEAL.

BUCKWHEAT FLOUR.

RYE MIRAL.

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and we shall not hesitate to expose any clear instance of the kind that comes to our knowledge. With regard to the new Dock to be built by the Hongkong and Whampoa Dock Company, we understand that its dimensions are—Length, 450 feet; breadth at all, 80 feet; and depth of water at low tide, 26 feet. The reason, we believe, why Aberdeen Dock was not enlarged to suit these dimensions was that the Hope Dock there is outside the lines of the proposed fortifications of the Island.

The New York Maritime Register calls attention to a subject which has been touched on more than once in these columns; that is, the necessity and importance of destroying derelicts on the ocean. No definite plan or measure has as yet been decided upon between nations with a view to the accomplishment of that desirable end, and as our contemporary observes, "there will never probably be anything attempted unless the subject is kept constantly agitated, and the practicability of lessening these dangers to ocean navigation is demonstrated. It is highly desirable that an organised effort be made by some maritime power to patrol the ocean and destroy or remove the derelicts which endanger the safety of good vessels. The dangers which derelicts and floating wreckage must and do present in ocean navigation has been shown repeatedly. Two cases in point are given.

"The Norwegian bark *Cito* was abandoned at sea on May 16, while on a voyage from Wilmington, N. C., to Rotterdam. When her crew left, there were three feet of water in her hold, she was badly strained and leaking. It was supposed that she would sink, but on the contrary, she was in such good condition that on May 22, a prize crew from the Norwegian bark *Colonist*, Captain Tellefson, was put on board, and on July 4, the *Cito* was taken into Plymouth, E." Our contemporary's second case is that of the British bark *The Queen*, which was abandoned on April 6, in lat. 47° 26', while on a voyage from Penang for London. She had been reported repeatedly since that date by other vessels. On June 19, nearly two and a half months after being abandoned, she was taken in with the tug *Lord Brandon* and towed into Queenstown. These two cases prove, the great evil these floating dangers are; and, at the same time, they point out the cure. Great attention should be paid to the agitation that has been kept up now, both at home and abroad, for some system whereby an ocean police of Government vessels should patrol the regular tracks of steamers, in search of just such wrecks, and if possible tow them in or put prize crews on board. And when this is impossible the derelicts could be blown to pieces. This plan is certainly worth trying, for it is practicable, entails no extra expense upon the Government and has the merit of serving Humanity and Commerce by lessening the perils of ocean navigation.

WHAT is to be done with Guitreau? The question is one which the American people would not be long in deciding if they could get their hands on the wretched malefactor. To an appreciation of this fact we attribute the doubling of the guards at the gao, after the President's death, which fact is noted in the telegrams, which we published yesterday. A thoughtful correspondent of a contemporary writes—

It is not a hateful thing that a vulgar scoundrel like this Guitreau should be able to ruin the hopes of a nation, and be amenable to no other penalty than his own worthless life, which is hardly worth the taking? Civilization is very feeble. Torture is indispensable. Otherwise, perpetual imprisonment with a sound flogging every Saturday would meet the deserts of the case better than more harsh flogging. But then, it is true, Guitreau is not worth the cost of his keep. Better that he should be cast off and forgotten.

While the prospects of our own Tramway scheme are of the brightest it is interesting to note activity and success in the same direction in other large towns in the East. The Shanghai scheme apparently hangs fire somewhat but is not dead yet, nor is it known by those who have the prime movement of the concern, that it shall die. From Calcutta nothing comes but tales of financial success beyond anticipations and great and increasing activity in schemes of extension. We read that the line to run from opposite the Scotch Kirk along Court-House Street, the Esplanade, and Chowringhee, is rapidly approaching completion. Four small steam engines are shortly expected to arrive from England, which will run adjoining cars on the Chowringhee line of tramway. Another important line of the tramway connections will be that which is to be laid straight up Dhurumtollah. One curious point, from which friends may perhaps take a hint is noted by the Calcutta correspondent whom we quote—*"At the corner of Chowringhee and Dhurumtollah, the work is confined at night, by the aid of the electric light; crowds of natives hang about around the carbon points, while the brilliant illumination of the light throws an unnatural sheen and whiteness on the dirtiest of the surrounding lookers-on, who are principally composed of home-returning coolies. This is the scene at about 7 or 8 o'clock in the evening. As regards the employment of the light to facilitate the tramway Company to continue its labours per nocte, it is doubted whether the light is really so much required by the tramway Company after all, and whether the fact is not, rather, that the opportunity is found to display the efficiency and utility of the electric light, and is so utilized fully by those who are promoting its introduction into general use in Calcutta."*

The writer of the London Political Letter of the *Pioneer* thus discourses interestingly on the creations by Mr Gladstone of the six new Poers—

They are all highly commendable appointments, and some of them were expected. Three, however, was the outside number that was looked for, and the six creations have raised a cry in some quarters about wasting patronage and flooding the House of Lords. There is really very little foundation for these complaints. The Marquis of Tweeddale ought to have been in the Upper House long ago. It is rather surprising that the line of Tweeddale could have extended to the tenth Marquis without one of either of the parties, conferring a peerage of the United Kingdom on the head of the family. The present Marquis, Mr. William May, did good service to the Liberal party, and his services in India ought to be quoted in his favour. He got into the House of Commons shortly after the dissolution of the 1865 Parliament, and when he was first called to the bar, he had the misfortune to be called a "milkman" and a "plump and plain" is a more common circumstance now amongst lawyers. He is, however, a man of some twenty years' standing, and we do not believe that such an appointment to be called such are more common now. More and more, a man who is every body who differs from him is not necessarily written down as a scoundrel. A lawyer, for instance, is not called a "milkman" now, and a man who is not a member of the Liberal party is not called a "plump and plain".

Sir H. Murray, in his *Political Letter*, speaks of the "milkmen" of the House of Lords. Sir Dudley Coutts, Mr. May, and Sir H. Murray, I think, were all "milkmen" in the sense that they were not called to the bar, though they were called to the bar, and were not members of the House of Commons. Sir Dudley Coutts, Mr. May, and Sir H. Murray, I think, were all "milkmen" in the sense that they were not called to the bar, though they were called to the bar, and were not members of the House of Commons. Sir Dudley Coutts, Mr. May, and Sir H. Murray, I think, were all "milkmen" in the sense that they were not called to the bar, though they were called to the bar, and were not members of the House of Commons.

slight claims to be a gentleman, never helps his case in any way by speaking all through it as if there were not the slightest doubt that his instructions are always the very pink and perfect of "Terewit," and that everybody whose evidence is not in accordance with these instructions, whose memory perhaps has misled him, is an unmitigated liar and a proper object for treatment in the box at his hands which, he knows perfectly well, would not be tolerated for one moment in any assembly of men where he had not the protection of wig and gown. It is not long ago since, in speaking of the manner in which some case had been conducted before him, one of the Judges at home said that the Barrister who ever forgot that he was a gentleman first and a Barrister afterwards, simply prostituted his profession. The remark is very just; and in no place is its truth more readily observable than in small places.

THESE has lately been published, in Australian and Indian papers, a table showing the result of a scientific analysis of samples taken from large bulk of Indian and China tea imported to Australia. This analysis was lately made at the Industrial and Technological Museum at Melbourne by chemical experts, and with regard to it the *Pioneer* writes—

The great superiority of Indian tea was, in previous competitions of a similar character, most completely established. The comparative excellence of Indian tea can not be easily explained by the statement that the "secret" of tea contains the essential oil or flavour, which pleases the palate, and the active principle, theine, which imparts the invigorating qualities to the beverage. In England the minimum percentage of tannin, which is precipitated for genuine tea even of the poorest kind, is thirty parts in a hundred, the maximum being a little over fifty. In the present competition, the percentage of tannin in the Chinese tea only ranged from twenty-nine to thirty-five parts in a hundred; whereas the percentage in the Indian tea ranged from thirty-nine to forty-four parts in a hundred. This intrinsic superiority in flavour and strength must, as soon as Indian tea receives a fair trial, be appreciated by tea drinkers of all classes in the colonies. They will refuse to go back to China tea when they have ascertained for themselves the superior properties of Indian tea; the peculiar flavour of which they will soon learn to associate with more invigorating effects. These facts should persuade tea-planters of India to exercise the greatest caution in sending only tea of good quality to Australia. Chinese and Japanese exporters are making great efforts to check the spread of India tea in the Australian markets; and it is only by the maintenance of a high standard of excellence that India can hope to win the fight either in Australia or America.

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TODAY'S STORM.

The violent gale which has been hanging over our heads for two or three days past burst to-day, and the harbour has been the scene of much destruction of property, and it is feared, of not a little loss of life. At daylight the wind began to rise and continued to do so, until, about eight o'clock, it was seen plainly enough that we were to have another swish of the tail of a typhoon. There can be little doubt that the typhoon of which we had telegraphic information from Manila two days ago has just passed us towards the North, and that what we have experienced is the result of that disturbance. An enormous amount of damage has been done to native craft, and although a large number of human lives have been saved by the exertions of the Humane Society and those who have with so much credit been associated with them in their noble work, there is every reason to believe that not a few Chinese have been sacrificed to the fury of the gale. The typhoon was fired at 8 o'clock and the foreign ships in the harbour, which had not by that time got to the wall with a solid impact but as far west as a block left its place, the course being given a steady support to the south in front. It may be observed, however, that the decayed granite behind the concrete was guttered by the first waves suggesting that along the sea-face at low water, more and more debris should be washed ashore, and adhesive should be used for macadamizing the roads than this disconcerting rubbish, which on the grounds of a false economy, the Surveyor General's Department has adopted.

Mr. Noble furnishes us with the following figures showing the state of the gale at the various readings to-day—

The three unexpired appointments were Lord Roay, Lord Howth, and Sir Henry Tufton. Lord Roay is a very able Scotch peer, whose Liberalism prevents him being elected by his brother peers. Until recently he was a member of the Dutch Government. In Holland this line of the Mackays has held a prominent position for two centuries. Lord Howth holds one of the oldest baronies in Ireland, and like Lord Roay and Lord Tweeddale, is debarred by his Liberalism from being chosen a representative peer. Sir Henry Tufton is a very able man, and many upholders and losers battle for the title of cause. He is now keeping the record of the Lord-Lieutenancy of Westmorland, and now a peerage is added.

gathereid from the boat people themselves, for the regard of the authority which has so often in the past stood them in good stead, was their belief that the season was too far advanced, for any violent typhoon disturbance to be to be experienced here. The results have so entirely proved the untrustworthiness of these so-called weather-wisdoms that probably those who survive the occasion and have an opportunity of availing themselves of any similar warning in the future will not be slow to take full advantage thereof. If this is found to be the case it would be well that the Harbour Master's powers should be enlarged, or, if there is no reason for increasing their extent, that they may be more strictly exercised. No one will deny that the principles observable in other things, and so much vaunted nowadays as to the sanctity of the liberty of the subject, must be dealt with in a somewhat elastic manner, when the men with whom we are dealing are deserving of no other appellation than would be suicides; which is about the only way to describe those Chinese boat people who remain in positions and circumstances of danger after the state of affairs we well known by the authorities and plainly enough announced to them. There is the greatest reason for believing that the present destruction of junks and cargo boats has not been equalled since that accomplished in the great typhoon of 1874, and there is perhaps no record, previous to that date, in the history of Hongkong as a colony of any visitation which was the occasion of so much preventable loss of property and of life. When the gale was apparently at its height, that is, between one and half past three o'clock, a considerable number of junks drifted on to the Praya, between the Canton steamer wharf and the Sailor's Home, a short time those, or most of them, were shattered into a thousand pieces; and a large variety of wreckage was to be seen, the disengaged parts of what had once been junks or sampans cargo boats being completely indistinguishable. Near the Sailor's Home a couple of bullock carts, all things in the world, lay waterlogged together. The middle of the day those, or most of them, were shattered into a thousand pieces; and a large variety of wreckage was to be seen, the disengaged parts of what had once been junks or sampans cargo boats being completely indistinguishable. Near the Sailor's Home a couple of bullock carts, all things in the world, lay waterlogged together. 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THE CHINA MAIL.

Intimations.

Visitors' Column.

Hongkong Rates of Postage.

(Revised July 14, 1881.)

We have instituted as an experiment a *Visitors' Column*, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with which we have opened a **SELECT HOTEL AND BUSINESS DIRECTORY**, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.

City Hall, Library (8,000 volumes) and Museum, £100.

Public Gardens, a beautifully picturesque retreat and of great interest.

The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.

General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's-throw.

Lusitano Club and Library, Shelley St.

Government Offices, the Secretariat, &c., near the Public Gardens.

St. John's Cathedral (Anglican), above the Parade Ground.

Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.

St. Peter's Scotch Church, West Point.

St. Joseph's (R.C.) Church, Garden Road, near Kennedy Rouf.

Temperance Hall, specially adapted for sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house and Boudoir, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books, and specially selected Cigars.—MAC-KEVEN, FRICKEL & CO.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR BREAKERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Boats

Half hour, ... 10 cts. | Hour, 20 cts. | Three hours, ... 50 cts. | Six hours, ... 70 cts. | Day (from 6 to 6), One Dollar.

* A small extra charge is made on delivery.

+ There is Registration to British W. India Islands, 10 cents.

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged an extra charge, as the case may be, but such papers or packets or papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bond or Supplements. Printed matter may, however, be enclosed, if the whole may be paid at Book Rate. Prices Current may be paid either at Newspapers or Books.

Commercial Papers signify such papers as are written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 2 ounces, and must not exceed these dimensions: 3 inches by 4 inches by 2 inches.

N.R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Asia, Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chile, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guatemala, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents per oz. | Post Cards, 10 cents each. | Registration, 2 cents each. | Newspapers, 2 cents per oz.

Books, Patterns, 2 cents per oz.

Comm. Papers, 2 cents per oz.

There is no charge on redirected correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom:—

Letters, 10 cents.

Registration, 2 cents.

Newspapers, 5 cents.

Books & Patterns, 5 cents.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10 cents. Registration, 10 cents; Books and Patterns, 2 cents. Via Galle, Letters, 25 cents. Registration, 10 cents; Newspapers, 2 cents; Books and Patterns, 5 cents.

Natal, the Cape, St. Helena, and Ascension, via London, Letters, 25 cents; Registration, 10 cents; Books and Patterns, 5 cents.

* A small extra charge is made on delivery.

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LOCAL POSTAGE.

General Local Rates.

Macau, Siam, Siam, and the Philippines.

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